		Sanitized Copy Approved for Re	2 معماد	2009/12	)/N2 · C	·IA-RI	D89R0	กรอง	aRNNASN	വെജവവദ	2-4 ·		
	. वर्ष	Odrinized Copy Approved for Ac		1000/12	F1, E 1 A		A L	*			<b>_</b> _		
25X1	i Nasiti	2151Z 44 DEC 63	i i i, aga	0	· # #	nr	<b>4</b>			: :	1 1		
		2151Z 44 DEC 63		TOP S	) <u>L</u> (,	NE	. I i		<ul> <li>dadam nahrab rabin menganta kembapankan ini.</li> <li>a nahrab rabin menganta kembapankan ini.</li> </ul>	and the second of the second o		provided and residence of the second of the	
		ting gravitation and approximate to the over-			and the second second second	nggar i nguri unkerner 1 i un li	amender of the second of the s			25 YE	AR RI	E-REVIEW	
	: # -	DIRECTOR						1) 1	englangter i spekkti stratung nepi en site		7/5     7/5	and the state of t	
	ja ta iliji							A A	pulation of magnetic transport		lad l	on approximation of the second	
							PRIORITY						
		OPS 1-11						) a silveni	त्रकार विकास के प्रतिकार क	en e	g i ggal to a seguina and a colonyana and a seguina and a	or con a service of the service of t	
		TOR: 2305Z 04 DEC 6	53							resiles <b>establica</b>	IN S	52962	
		25V1	25	5X1						取) (2) (4) (4)		25X1	
	774. 277	25X1	MFG	restrator o magazina					region of the second	a egy e se <sup>5</sup> egye •	7 15 17 12 12	140	
			EAFOA	M/325	ia )				<b>9</b> -⊁∄	<sup>1</sup>			
			en. On	023		•							
	1. PREPARATION FOR 3250 WAS A LITTLE HECTIC WITH PERSONNEL TIRED												
		FROM THE DEPLOYMENT AND OUR FIRST GO AT A NEW LOCATION PLUS OUR PROBLEM											
		WITH THE ARTICLE, REF MSG.											
25X1	·	2. FLEW THE MSN IN HIS USUAL SUPERIOR FORM WITH MOTHER											
	NATURE'S COOPERATION WITH REGARD TO CLOUD COVER. WE BELIEVE THE												
		ROUTE WINDS WERE SLIG	HTLY	STRON	IGER 1	CHAN	BRIE	FED	BUT C	REATEL	ON C	PROBLEMS	
25X1		THE FUNCTION	ED PE	RFECI	LY AC	CCOR	DING 3	ro	INDICA	IONS	HERE		
25X1		HOWEVER, THE										G PRETTY	
25X1								•	EFT ON				
25X1		POSSIBLE. THE TAKE HAD SOME BANDING IN THE LAST HALF OF THE											
25X1		MISSION, HOWEVER, SDEG					. , , , , , , , , , , , , , , , , , , ,		NAS MI				
25 <b>X</b> 1							r	<u>'</u>	weid Mil			* mrssse	
25X1		3. IT WAS MOST DI		INIIN								LFUNC=	
		THON. BOTH RECORDERS	9		H6	AD T	HE TAI	PE :	SLIP O	FF THE	REE	LS AND	
25X1		BREAK. TECHS INDICAT	E PRE	FLIGH	T WAS	S NO	RMAL A	AND	CAUSE	UNK.			
25X1		RECORDER HAD A FROZ	EN PI	NCH R	OLLEF	K W H	ICH CA	AUSI	ED TAP	E TO E	BREAK		
				grane describe a seco	e proposal y . To gar service	بتيسطونت بطردته	ere i i generalise	A	· 10 10 10 10 10 10 10 10 10 10 10 10 10	grogoro e is			
		25X1		<b>→</b> P S	EC	R E	Ţ		CROV ordered from decorrection	amento sensitivi f			
		0-28-24-0							,	00000	0 1		
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25X1	క్ష నివా క్షి అంతే వైష్యాలు తెలి తేయి. తెలి తెలి							
	0040 (IN 52962)	PAGE TWO						
CAUSE	BELIEVED DUE CORROSION FROM HEAVY	CONDENSATION THIS LOCATION.						
THE BI	IRDWATCHER OPERATED 100 PER CENT AC	CORDING TO INDICATIONS HERE.						
40	THE ARTICLE FUNCTIONED PERFECTLY	AND HOS PREDICTION ON FUEL						
RESERV	VE FOR PLUS 22 PROFILE PROVED VERY	ACCURATE. PLS ADVISE IF YOU						
DESIRE	E FUEL CURVE DATA FROM							
Ď o	THE AIRLIFT SUPPORT FOR THE TAKE	WAS SOMEWHAT CONFUSED IN BOTH						
ARRIV	AL TIME AND ROUTING. ACFT ARR APPR	OX 1 PLUS 30 AFTER TAKE WAS						
READY	FOR SHIPMENT, HOWEVER, DID RELAUNC	H WITH WIN GRND TIME. MATS						
Was A	BLE TO REPOUTE ACFT IN THE AIR FROM	after						
DEPAR	TIRE							

25**X**1

25X1

END OF MESSAGE

TOPSECRET